

James Stove

IMO/off nr	5405554
Call Signal	LMMR
Flag	NOR
Ship type	Motorskip tanker motor ship tanker.
Year Built	1947/06
Shipyard	Öresundsvarvet A/B, Landskrona, Sverige.
Sno	91
Tonnage	15.860 tdw, 9.893 brt, 5.833 nrt.
Size	L: 510,8'-B: 66,0'-D: 37,3'.
Propulsion	1 dieselmotor, Götaverken 680/1500-VG-8. 2-takt/enkltv., 8-sylinder, syl. dim.: 680 x 1.500 mm. 5.600 BHK ved 112 o. min. Bygget av A/B Götaverken, Göteborg, Sverige.
Boiler	2 hjelpekjeler (aux. boilers), arbeidstrykk 150 psi. 1 vannrørskjele (water tube boiler), arbeidstrykk 150 psi.
Power	455kW/220-110VDC.
Class	DnV +1A1 Tankskib for oljelast.
Vessel:	OSL351194703
Manager	Lorentzens Rederi Co., Oslo.
Owner	Lorentzen's Skibs-A/S, Oslo.
Port	Oslo
Aux	1 dieselgen. 185 kW. 1 dieselgen. 155 kW. 1 dampgen. 115 kW. 1 dieselgen.(Nød) 20 kW.
Year (y)	1947



OSL35119470320001 JAMES STOVE. Bilde fra boka Lorentzen Skipsaktieselskab 1926-1976.

History in Norwegian

1947 Bygget som JAMES STOVE av Öresundsvarvet A/B, Landskrona, Sverige for Lorentzen's Skibs-A/S (Lorentzens Rederi Co.), Oslo. Sjøsat 11/04, ferdigstilt 28/06. Byggekostnad NOK 5.200.000. Grunnstøtte 04/08 i Stockholms skjærgård etter styremaskinproblemer. Store bunnskader. Reparert ved Öresundsvarvet A/B. Tilbake i fart i november. 1962 Solgt til A/S Constensio (Stove Shipping), Oslo. 1963 Solgt til Ocean Lanes Transports Inc. (Y. K. Pao, Hong Kong), Monrovia, Liberia. Omdøpt til JESS C. WINTERS. Ombygget til bulkskip. Ny tonnasje: 14.135 tdw, 9.382 brt, 5.726 nrt. 1965 World Wide Shipping Limited, Hong Kong ble managers. 1969 Solgt til Japan Line Ltd (Japan Marine Services Ltd, Tokyo, Japan), Monrovia. 1970 Solgt til West African Carriers Ltd (Overland Trust Bank, Lugano, Sveits), Gibraltar. Omdøpt til AFRICAN CARRIER. 1972 Solgt til International Carrier Steamship Co. Ltd (Socigemar A.G.), Gibraltar. Omdøpt til INCAS MARY. 1977 Solgt til Diab Shipping & Trading Corporation (Nemir Diab, Beirut, Libanon), Panama. Omdøpt til THILDA. 1978 Ankom 23/02 til Gadani Beach, Pakistan for hogging som begynte i mai ved Golden Pickers & Leather Industries Ltd.

History

1947 Built as JAMES STOVE by Öresundsvarvet A/B, Landskrona, Sweden for Lorentzen's Skibs-A/S (Lorentzens Rederi Co.), Oslo. Launched 11/04, completed 28/06. Building costs NOK 5.200.000. Stranded in Stockholms archipelago 04/08 due to steering gear problems. Huge bottom damages. Repaired at Öresundsvarvet A/B. Back in service in November. 1962 Sold to Ocean Lanes Transports Inc. (Y. K. Pao, Hong Kong), Monrovia, Liberia. Renamed JESS C. WINTERS. Converted to bulk carrier. New tonnage: 14.135 tdw, 9.382 grt, 5.726 nrt. 1965 World Wide Shipping Limited, Hong Kong became managers. 1969 Sold to Japan Line Ltd (Japan Marine Services Ltd, Tokyo, Japan), Monrovia. 1970 Sold to West African Carriers Ltd (Overland Trust Bank, Lugano, Switzerland), Gibraltar. Renamed AFRICAN CARRIER. 1972 Sold to International Carrier Steamship Co. Ltd (Socigemar A.G.), Gibraltar. Renamed INCAS MARY. 1977 Sold to Diab Shipping & Trading Corporation (Nemir Diab, Beirut, Lebanon), Panama. Renamed THILDA. 1978 Arrived 23/02 at Gadani Beach, Pakistan for demolition that began in May by Golden Pickers & Leather Industries Ltd.